

April 12, 1990
R-6570-YYB-2813

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	D. Babst	93-54	C. Kalkstine	99-05
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	T. Frees	93-03	J. Stephenson	63-02
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cc:	R. Darrow	7L-55	A. Rossner	6U-04
	K. Jacobsen	93-76	G. Scherck	9A-26

Subject: Incident Report at the 10-71 Building
April 5, 1990

At approximately 6:15 p.m. on April 5, 1990, the Boeing Hazmat Team was notified that a 55 gallon drum of hydrofluoric, nitric and chromic acid waste had spilled onto the ground outside of the 10-71 Building, east side. A contractor, from Sellen Construction Co., had attempted to move the drum, which had been left in an uncontained area between the building and the parking lot. The drum fell off the cart and the bung popped off. Approximately 3 gallons of waste were spilled.

The Boeing Renton Fire Department was notified of the incident at approximately 5:24 p.m. They evacuated the immediate area and requested their dispatcher to notify the City of Renton Fire Department, and Safety and Industrial Hygiene. The Dispatcher also notified the Boeing Chemist, Gary Scherck. Upon the City's arrival, a total evacuation of the building was conducted and the adjacent parking lot was secured.

Gary Scherck and Al Rossner, Industrial Hygiene, were on the scene by 6:10 p.m. At 6:30 p.m. the City of Renton Incident Commander requested that The Boeing Hazmat Team be activated immediately. He had been under the impression that the team had already been called in, before his arrival on the scene.

Entry was made by Gary Scherck and two City of Renton firefighters in Level "B" protection and fire protective bunker gear. The Boeing Fire Department established an attack team with 1-3/4 inch hose line for fire exposure protection. The material was absorbed and neutralized and the incident was turned over to Boeing for final clean-up. The incident was terminated by Boeing at approximately 9:10 p.m.

In a follow-up meeting with Gary Gordon from the City of Renton, the Boeing Hazmat Team, and Support Team many problems were noted:

1. The Incident Command System was not implemented properly:

The Boeing Hazmat Team's second shift Operations Manager was not consulted. Decisions were made without consulting all the key individuals. Entry was made before the Hazmat Team and Safety had arrived.

When the City of Renton is asked to respond to an incident on the Renton Plant or Renton Division sites, the Boeing Hazmat Team is to be activated immediately. This is standard procedure and must be followed. In the future, no entry will be made until Boeing Hazmat is on the scene. If conditions necessitate the City of Renton's assistance no entry will be made until their arrival on site. The City of Renton has been advised and concurs with this procedure.

The Team's pagers were not working when the initial call went in at 6:15 p.m. These have now been fixed. This is the second occurrence and the telephone coordinators have again been notified that the pagers are being disconnected. They are working on correcting this problem.

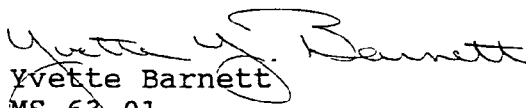
2. Evacuation of the 10-71 Building:

The Building's priority paging system did not work properly. This has been turned over to Electrical Engineering and they are correcting the problem. The new alarm system should be operational in approximately 2 - 3 weeks.

3. Improper Handling of Hazardous Waste:

The 10-71 personnel will notify Facilities Dispatch when their acid tanks are close to being full and disposal will be arranged immediately alleviating the need to place acid waste in drums. No drums, barrels, or containers of hazardous material or wastes will ever be left in a non-contained area, therefore, complying with federal, state and local regulations. A meeting was held with 10-71 Contractors to discuss this incident. In the future, the contractors will notify Facilities Dispatch when anything needs to be moved.

If there are any questions, please contact the undersigned at 237-9263.


Yvette Barnett
MS 63-01

Enclosures